

## A Chronicle of Project Car 2002-2007



Car Owned by Shawn Keeney

Member name [shawnk](#) on [www.rx7club.com](http://www.rx7club.com)

### Current Configuration - as of 11/9/07

1993 Base Blk/Blk  
Street Ported 13B 2mm RA superseals  
(engine 600 miles/chassis 127k - 4th engine)  
Ground Zero oil pan  
XS T04S single turbo kit (strip version - 4" inlet .70/1.0)  
Power FC EMS w/ datalogit / commander  
Techedge DIY Wideband O2 v2.0 rev3 w/7057 sensor w/LA1 display  
Blitz Dual SBC-ID boost controller  
Blitz Power Meter ID  
GM 3-bar map sensor  
Spec custom 6 puck(sprung)clutch with lightened Flywheel

Kgparts.com primary and secondary rails

720/1600 injectors (10W10ohm resistors)  
Dual Fuel pumps. 1 Cosmo, 1 Supra  
Aeromotive Fuel Pressure Regulator (1:1)  
HKS Twin Power  
Magnacore 8.5mm Wires  
Fluidyne Radiator  
DIY 34 row dual oil coolers  
Evans NPG+ coolant  
Unorthodox Alternator, Water, and Main pulleys  
AST elimination/overflow relocation  
Air conditioning elimination  
B&M short shifter

K&N Intake Filter w/ 3rdgenrx7.com intake collar  
Apexi Blowoff valve  
Greddy FMIC - 2 Row  
HKS Wastegate (10PSI spring)  
Ceramic coated Downpipe  
Ceramic coated cast T4 divided manifold  
N-Tech Hi-Flow Cat



RBQ07 - [VIR 3-4 straight](#)



M2 Dual Stainless Catback ([want to hear it?](#))

Tri-Point Koni Double Adjustable Coilovers (500/325)  
Wilwood Superlite 4-Piston Front Calipers w/Ceramic Street Pads  
Wilwood 12.75"x 1.25" Drilled Front Rotors  
Racing Brake rear kit w/ Hawk HPS Pads  
Stainless brake lines  
Stainless OMP lines  
Stainless clutch line  
Racing Beat Front sway w/brace  
Jimlab Differential mounts  
Cusco Titanium Front strut tower brace  
DIY Engine mounts

Greddy Gauges - EGT/Fuel Pres./Oil Pres./Water Temp.  
Tripower Center Dual Gauge Pod  
Triple gauge A Pillar Pod

Optima Red - Battery Relocation  
DIY RE Headlight Kit w/ Hella H9's  
DIY 99 Spec Taillights  
Apexi style Nose w/custom vents  
Rx7.com turnlamps  
Vented Hood w/pins  
RE style side kit  
Efini "Whale tail" Spoiler  
Champion Momo steering wheel  
Mazdaspeed "Carbon Type" Shift knob  
Astray Armrest  
Push Button Start  
Aluminum gas and dead pedals  
Ceramic coated door sills  
Kenwood MP3 player/ Lanzar 3way Crossover / Precision Power Amps / Custom JL 8's, Pioneer and Kenwood Speakers  
17x9" (+45) SSR Integral A2's w/ 255/40 Goodyear Eagle F1 GS-D3's

#### **Pending projects:**

Install Tial BOV  
Install Racing Beat Rear sway  
Install JimLab bushings  
Move Air intake sensor  
Get stereo working  
Install MP3 jukebox  
Ducting for oil cooler  
Ducting for radiator  
Ducting for intake  
Drivers Side Window seal

#### **Looking to purchase - long term:**

Tires-Michelin sport ps2 265/40/17

#### **Performance:**

**Best 1/4mile track time** (total of 6 runs ever for car and me on 1/4 mile)  
time slip - 7/15/04 - 12.94 113.93 mph  
running at 14psi with wheel hop in second and third on yoko avs sports. I am told the track is poorly prepared and about .5 slower than everywhere else.

[Time Slip](#)

(racing a turbo Chevy Cavalier)

Last Dyno 07/05 - 335 RWHP at 14 PSI  
- 11.5:1 (have tuned to 18psi since then)

[Previous Dyno](#) - 330 @13 psi



(DGRR 07 - courtesy of [www.killboy.com](http://www.killboy.com))



## 4/23/02

Car purchased. The car runs smooth and strong when warmed up although heavy boost caused a strange loud noise (suspect wastegate related) and 5th gear needs to be repaired. Engine has less than 1000 miles and the transmission was rebuilt (syncros). Car has smoke on cold startup. No documentation was available on car so I really wasn't sure what the car had until after I got it home and started digging.



### Known Issues/Planned Mods

Mount Commander  
Upgrade Clutch/Flywheel, repair 5th gear syncro  
Elbow Gasket (Custom)  
Boost System (problem above 13 PSI)  
Fix Gas Tank (leak near top)  
Powder Coat Brakes/Stainless Brake Lines  
Rims need buffed  
Install hood and nose (already have both) then paint car  
Cold Air Intake  
A/C Condenser Relocation

## 5/4/02

Removed Nose, Hood, Intercooler, Intake Piping, Radiator, AST, Battery and anything extra in preparation for intercooler and radiation replacement. Found a few parts no longer required left over from the air box removal. Decided to order block off plates and AST elimination kit immediately to be completed on this stage instead of later. Replaced the front marker light bulbs with white ones. Corrected turbo installation - several hoses were not exactly right.



## 5/7/02

Still waiting on Intercooler kit, AVC-R, and Brake Lines. Installed Center mount dual gauge pod from [www.tripower.net](http://www.tripower.net) and it looks great. Will be ordering stage 2 this week.



## 5/11/02

Installed intercooler but stopped after bent ac condenser line. Investigating possible condenser relocation.

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## 5/15/02

Removed injectors to be sent off to rceng.com or modification/calibration. Replaced fuel pump with high pressure denso. Completed AST elimination.

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## 5/16/02

Removed ac condenser. Found custom condenser and decided to give it a try (after car is back on the road) so took stock condenser out in the meantime since it was bent. Installed radiator.

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## 5/20/02

Installed block off plates, cut nose intake area to fit fmic, removed double throttle, started twin power install but found no "Y" harness included.

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## 5/22/02

Removed all emission controls. Removed alternator. Removed coils for cleaning.



## 5/25/02 -5/27/02

Reinstalled alternator. Installed Fuel Injectors, finished hoses/caps, reinstalled coils, replaced plugs and wires, cleaned manifold and throttle then reinstalled, completed intake tubing and Greddy elbow install. Completed battery relocation. Installed stereo equipment. Painted storage bins black (were silver). Filled radiator and power steering fluid. Drained oil and replaced filter. Installed and wired gauges. Installed and programmed Power FC. Repaired nose. Fixed turbo timer (wasn't grounded).

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## 5/28/02

Tried to start the car and on the second time it turned over an in-line fuse blew that was put in for the battery relocation. The fuse was 80 amps and after checking the manual it required at least 120 amps for the starter. No fuse available to replace.

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## 5/29/02

Purchased 150 amp fuse and in-line block. Disconnected battery and replaced fuse block/fuse. Removed 4 wires from Power FC as it seems to be the consensus that even though the 4 listed sensors/valves are no longer in the car it still makes a difference. Reconnected battery and started car. Started on first try! Let the Power FC go through it's calibration mode and car settled down to a smooth 1100 rpm idle with 18 PSI vacuum.

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## 6/8/02

Fixed coolant line. Installed Boost controller. Installed hood. Idle hunted on test drive.

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## 6/9/02

Installed A Pillar Dual gauge pod with Boost gauge. Installed twin power. Trimmed nose further for fit.

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## 6/18/02

Reinstalled Boost Controller to top wastegate input. Reset Power FC to standard maps (modified map #5 sucks!).

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## 6/23/02

Worked on nose fit with front quarter panels and hood.

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## 6/24/02

Worked on nose a bit more - headlight area. Hi-flow cat due in on 6/26/02. Disabled O2 sensor to see if it helps with idle.

Kinda lost documentation urge at this point - I was just struggling to get the project done. Soon after my friend had an apex seal go and we did his entire engine replacement/single conversion. Dont think we did much documentation for his but he did take some pictures - maybe one day I will post.

But for now here are a few pics of things I have done since...(in no particular order)























